

AMENDMENT UNDER 37 C.F.R. § 1.111  
U.S. Appl. No. 10/501,324

connected to each other and arranged in the tire circumferential direction between sides forming a zigzag shape of the zigzag circumferential direction groove, due to that a main portion of the sharp inclining groove portion at the tire equatorial plane side is positioned so as to face the side forming a zigzag shape of the zigzag circumferential direction groove, and portions of one sharp inclining groove portion and another sharp inclining groove portion of the inclining grooves adjacent to each other in the tire circumferential direction are made to overlap one another in the tire transverse direction.

**Please replace the first full paragraph of page 6 with the following amended paragraph:**

Next, operations and effects of the pneumatic tire for a motorcycle ~~according to claim 1~~ will be explained.

**Please replace the first full paragraph of page <sup>9</sup>2 with the following amended paragraph:**

~~Claim 2 of the~~ The present invention may relate to ~~is the~~ pneumatic tire for a motorcycle ~~according to claim 1, characterized in that~~ in which a tread crown radius at a tire equatorial plane portion as seen from a cross section along a tire rotational axis is equal to or less than 250 mm.

**Please replace the first full paragraph of page <sup>Second</sup> <sup>9</sup>2 with the following amended paragraph:**

Next, an operation and an effect of the pneumatic tire for such a motorcycle ~~according to claim 2~~ will be explained.

**Please replace the paragraph bridging pages 9 and 10 with the following amended paragraph:**

~~Claim 3 of the~~ The present invention may relate to ~~is the~~ pneumatic tire for a motorcycle ~~according to claim 1 or 2, characterized in that~~ in which an amplitude of the zigzag shape of the zigzag circumferential direction groove is within a range of 50 to 100% of a road-contact width of a tire when the tire is attached to a standard rim, is filled with a standard air pressure, and

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**Please replace the fourth full paragraph of page 17 with the following amended paragraph:**

~~Claim 15 of the~~ The present invention may relate to ~~ais the~~ pneumatic tire for a motorcycle ~~according to any one of claims 1 to 14, characterized in that~~ in which a width of an end portion at the tire rotational direction side of the first longitudinal land portion and that of the second longitudinal land portion are within a range of 50 to 120% of a width of the central continuous circumferential rib.

**Please replace the fifth full paragraph of page 17 with the following amended paragraph:**

Next, an operation and an effect of the pneumatic tire for such a motorcycle ~~according to claim 15~~ will be explained.

**Please replace the second full paragraph of page 18 with the following amended paragraph:**

~~Claim 16 of the~~ The present invention may relate to ~~ais the~~ pneumatic tire for a motorcycle ~~according to any one of claims 1 to 15, characterized in that~~ in which an amplitude of the zigzag shape of the zigzag circumferential direction groove is within a range of 30 to 150% of a width of the central continuous circumferential rib.

**Please replace the third full paragraph of page 18 with the following amended paragraph:**

Next, an operation and an effect of the pneumatic tire for such a motorcycle ~~according to claim 16~~ will be explained.

~~first~~ <sup>second</sup> **Please replace the full paragraph of page 19 with the following amended paragraph:**

~~Claim 17 of the~~ The present invention may relate to ~~ais the~~ pneumatic tire for a motorcycle ~~according to any one of claims 1 to 16, characterized in that~~ in which TH/SW is within a range of 0.25 to 0.45, given that a drop height measured in a tire radial direction between a tread maximum radial portion to a tire maximum width portion is TH, and a tire

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maximum width is SW, a road-contact length of a tire is within a range of 200 to 250% of a road-contact width when the tire is attached to a standard rim, is filled with a standard air pressure, and receives a standard load in a state of a camber angle 0°, and a road-contact shape is formed into a substantially ellipse configuration whose long axis is oriented in a tire circumferential direction.

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**Please replace the ~~second~~ full paragraph of page 19 with the following amended paragraph:**

Next, operations and effect of the pneumatic tire for such a motorcycle ~~according to claim 17~~ will be explained.

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**Please replace the fourth full paragraph of page 20 with the following amended paragraph:**

~~Claim 18 of the present invention is the~~ The present invention may relate to a pneumatic tire for a motorcycle according to any one of claims 1 to 17, characterized in that in which a negative rate is within a range of 30 to 40% in a region within a range 50% of a tread periphery width with the tire equatorial plane of the tread as a center, and a negative rate is within a range of 20 to 30% in a region at an external side in the tire transverse direction, with respect to the region within a range of 50% of the tread periphery width with the tire equatorial plane of the tread as a center.

**Please replace the fifth full paragraph of page 20 with the following amended paragraph:**

Next, an operation and an effect of the pneumatic tire for such a motorcycle ~~according to claim 18~~ will be explained.

**Please replace the third full paragraph of page 21 with the following amended paragraph:**

~~Claim 19 of the present invention is the~~ The present invention may relate to a pneumatic tire for a motorcycle according to any one of claims 1 to 18, characterized in that in which an